

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Hungary	REPORT	
SUBJECT	Ganz Railroad Car and Machine Factory in Budapest	DATE DISTR.	7 May 1954
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

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1. Location

The Ganz Railroad Car and Machine Factory (Ganz Vágón és Gépgyár) lies about 1 km. east-southeast of Budapest-Józsefváros Freight Station and about 2 km. southeast of Budapest-East Station. West of the factory runs Szapáry ut on whose western side is the edge of the Mavag factory. (For details see the enclosed sketch). The Ganz factory is subordinate to the Hungarian Ministry of Heavy Industry.

2. Production

a. The following is the yearly production for the Soviet Union:

- (1) About 240 railroad freight cars of various types.
- (2) About 24 railroad motor cars.
- (3) About 16 electric locomotives for coal mines.
- (4) About 12 Pullman cars.
- (5) About 4 large water turbines.
- (6) About 25 various cranes.
- (7) About 40 hydraulic presses.
- (8) About 2 crushing machines.
- (9) Briquette pressing machines.
- (10) Cisterns of various sizes.
- (11) Binding machines (Kötögep).
- (12) Ships' motors of various sizes.

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25 YEAR RE-REVIEW

STATE	x	ARMY	x	NAVY	x	AIR	x	FBI		AEC			
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b. In the factory there is a permanent Soviet commission consisting of four men. This commission also controls the production. It is not known if the above mentioned products are reparation deliveries or ordinary orders.

c. The following products are delivered to Hungarian customers:

- (1) Points, signals and semaphores for the Hungarian State Railroads (MÁV).
- (2) Water pumps for Sztalinvaros.
- (3) Mortars of various calibers.
- (4) Other unknown products.

3. Supply of Raw Materials and Energy

a. Steel, iron parts and tin are supplied by the Rákosi Mátyás Works in Budapest; small quantities are also supplied from Diósgyőr.

b. Axles and wheels for the railroad cars etc. are supplied from Diósgyőr.

c. Scrap arrives from East Germany.

d. Coal is supplied by the Dorog mines near Esztergom; from Esztergom to Budapest it is transported on Danube barges.

e. Current is supplied from Bánhidá. The high tension line leads over the destroyed railroad bridge Budapest-North. The current is further conducted by means of underground cables. (The transformers are marked No. 9 and 3Q).

f. Water is taken from the Budapest mains.

4. Machines and Installations

a. Some of the machines are old German and Hungarian machines, others are modern and of Czech and East German origin.

b. The electric motors are supplied by the Ganz Electrotechnical Factory (Villamossági Gyár).

c. On the whole the machines are in a very good condition.

5. Transportation

a. The factory is connected with Budapest-Józsefváros freight station by two industrial tracks (No. 39).

b. The majority of the railroad lines inside the factory area are standard-gauge. A broad-gauge track (no. 39 a) runs to the People's Park (Népliget) where the railroad cars and locomotives produced for the Soviet Union are tested and taken over by the Soviet Commission.

c. There are sliding platforms and a large number of cranes.

d. The locomotives and railroad cars for the Soviet Union are broad-gauge. After having been handed over to the Soviet Commission they are modified to standard-gauge and transported to Záhony where they are again refitted to broad-gauge.

6. Personnel

a. Administration:

Director General: Lajos Krecán, former worker.

Secretary: Hargita (fmu).

Chief engineer: Szenczy (fmu), an engineer who obtained his diplomas long ago.

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Chief of the AVH unit: Gyalus (fnu).
Trade union secretary: Sebő (fnu)
Party secretaries: Dozsa (fnu) and Csizmadia (fnu).

b. Workers:

1. The factory employs about 9,300 people, some 30% of whom are women. The majority of the women work in the various offices.
2. Work is carried out in three shifts, from 6 a.m. to 2 p.m., from 2 p.m. to 10 p.m., and from 10 p.m. to 6 a.m.
3. Children are not employed in the factory.
4. The working conditions are about the same as in other State factories. Working competitions are also carried out in this factory.
5. The expert workers are trained in the factory in several courses.

7. Security

- a. The factory is guarded by the so-called Factory Security unit, which is about 160 men strong. This unit is commanded and controlled by the AVH.
- b. When entering the factory the identity cards of the workers are very thoroughly checked and when leaving the factory the workers are often searched.
- c. Trained and well-equipped firemen are stationed in the factory.
- d. By 1950 all air-raid shelters had been repaired and equipped. Air-raid defense courses are constantly held.

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Key to the sketch--map of the Ganz Railroad Car and Machine Factory:

1. Tool hall (workshop no. 587)
2. Doorkeeper's house
3. Motor testing halls
- 3 a. Testing hall for pumps (workshop no. 584)
- 3 b. Testing hall for small Diesel engines and small ships' motors (workshop no. 583)
- 3 c. Smithy (workshop no. 586)
- 3 d. Unknown testing hall
4. Offices of the technical designers
5. Doorkeeper's house
6. Milling workshop (workshop no. 511)
- 6 a. Cogwheel milling workshop
- 6 b. Storage depot
7. School for apprentices
8. POL depot
9. Transformer
10. Steel foundry
11. Assembly hall
- 11 a. Assembly hall for turbines (workshop no. 561)
- 11 b. Assembly hall for axles
- 11 c. Thread-cutting workshop
12. Assembly and testing halls
- 12 a. Testing halls for large motors (workshop no. 543)
- 12 b. Assembly hall for small Diesel motors
- 12 c. Thread-cutting workshop (workshop no. 544); on the first floor there is the assembly hall for hydraulic presses; the second floor houses the assembly hall for small electric motors
13. Carpenters' workshop
14. Electro-motor workshop (workshop no. 522)
15. Workshop no. 504. Mortars are produced in this workshop.
16. Office
17. Assembly hall for locomotives
- 17 a. Semaphore and signal assembly
- 17 b. Assembly hall for locomotives and railroad cars
18. Smithy
- 18 a. Steam-boiler machine house
- 18 b. Smithy
- 18 c. Hardening workshop
19. Store for machine parts
20. Assembly hall
- 20 a. Pressing workshop
- 20 b. Workshop for railroad-car chassis
- 20 c. Pressing workshop
- 20 d. Polishing and painting workshop.
21. Carpenter's workshop
- 21 a. Fire-brigade barracks
- 21 b. Carpenter's workshop
22. Chassis workshop
23. Salary office
24. Offices
25. Assembly hall for passenger coaches.
26. Doorkeeper's house
27. Planning offices and some small workshops
28. "Disz" office
29. Party and culture hall
30. Iron foundry
31. Kitchen. Technical drawing offices on the first floor.
32. Dispensary. On the first floor technical drawing offices.
33. New building with offices. In June 1952 the sixth floor was under construction.

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- 34. Workshop for apprentices
- 35. Garage. Library on the first floor.
- 36. Transformer
- 37. Workshops
- 37 a. Steam boiler
- 37 b. Electric workshop
- 38. Decorator's workshop
- 39. Standard-gauge railroad lines
- 39 a. Broad-gauge railroad line.
- 40. Wire fence on concrete poles

Annex: Layout of the Ganz Railroad Car and Machine Factory (1 page).

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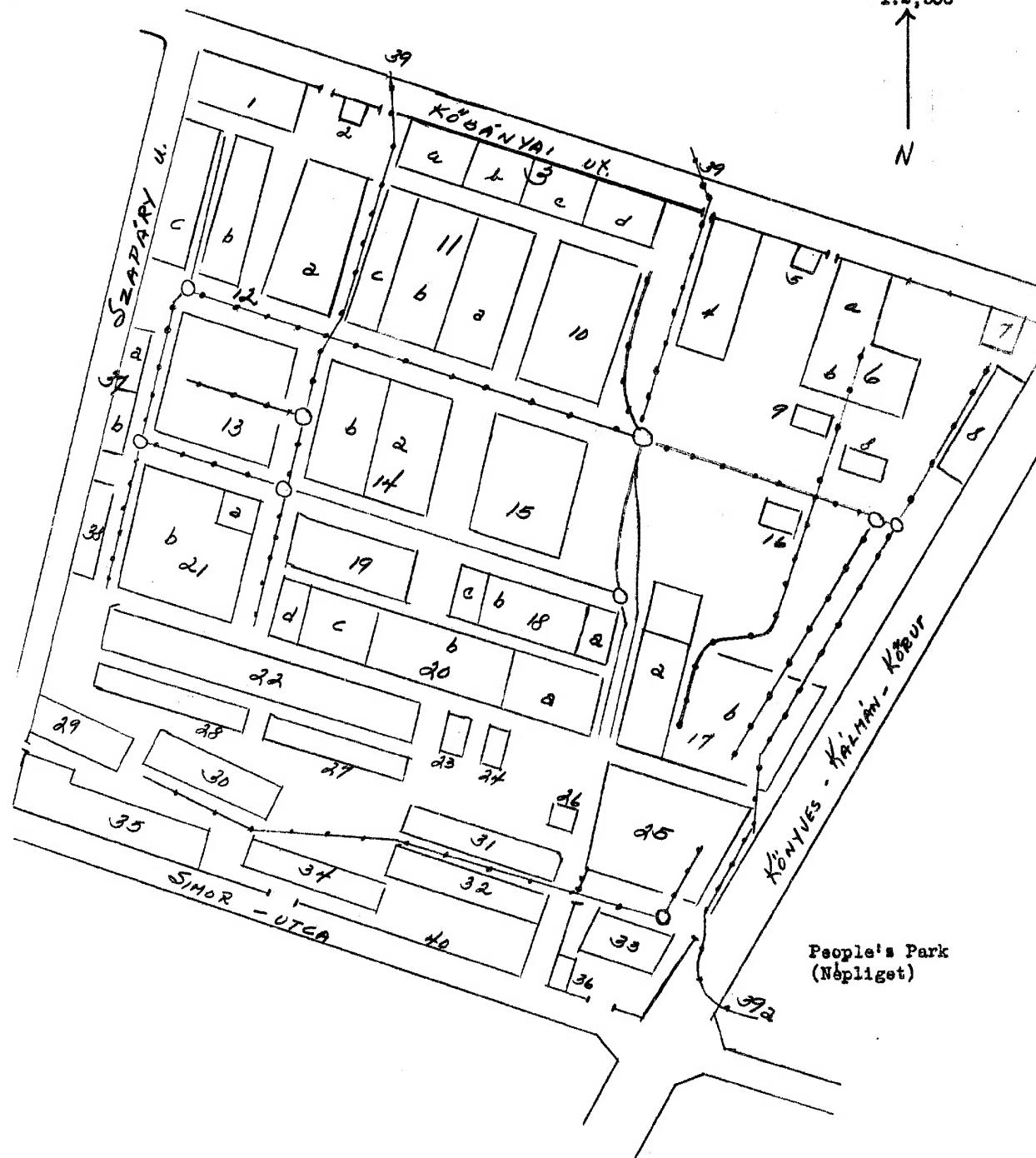
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Annex: Ganz Railroad Car and
Machine Factory, Budapest.

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